

# Purpose and Need

The purpose of the West Dover Connector is to improve mobility across the Norfolk Southern Railroad for all modes of travel to and from the west side of Dover, reduce congestion at key intersections in the study area, and improve the connecting roadway network for local travel.

## Traffic Congestion

- Existing peak hour traffic conditions include failing intersections, long back-ups and delays.
- Future traffic conditions without a constructed alternative (No-Build) would be much worse.

## Connections

- Saulsbury Road ends at the North Street intersection, sending traffic onto local streets. The existing roadway system lacks direct connections to US 13 and SR 1.
- As land development continues, the lack of direct connections to US 13 and SR 1 will make traffic conditions worse on local streets.
- Traffic moving across the Norfolk Southern Railroad is limited by the location of at-grade (road-level) crossings. Crossings at Front Street and North Street are approximately 2.9 miles apart, adding travel time and length to trips crossing the railroad.

## Emergency Service Access

Limited railroad crossings provide few travel options for emergency services (fire, police, and rescue) between points west of the railroad

and the hospital east of the railroad. Time and distance for some emergency service trips are lengthened.

## Safety-Railroad Crossings

Four at-grade railroad crossings are ranked high in collision potential (Southern Boulevard, North Street, Camden-Wyoming Avenue and Front Street). As development continues and the level of rail and vehicular traffic grows, safety at these at-grade rail crossings will be a greater concern.

## High Accident Intersections

Recent accident data (2001 to 2004) shows that Saulsbury Road at North Street has a significant number of accidents. Due to the intersection's "T" configuration, heavy turning movements contribute to crashes. Traffic increases at this intersection and others will have greater accident potential.

## Bicycle and Pedestrian Continuous Connections

Parks, schools, and other community facilities are not connected by side-walks, bicycle lanes and multi-use trails that encourage safe biking and walking. This creates unsafe conditions.